





## For Sale.

## MacEWEN, FRICKEL &amp; Co.

WILL REMOVE ON 1st MAY  
to their  
NEW AND EXTENSIVE  
PREMISES,  
No. 53, Queen's Road East  
(OPPOSITE THE COMMISARIAT).

WHERE they have special facilities for  
conducting their Town and Harbour  
Business, and trust to merit a continuance  
of Public Confidence and Support.

A FULL STOCK OF STORES,  
WINES, &c.,  
ALWAYS ON HAND.—INCLUDING:

YORK HAMS.  
CHRISTMAS CAKES.  
TYSSEAU'S DESSERT FRUITS.  
ALMONDS AND RAISINS.  
SMYRNA FIGS.

PICNIC TONGUES.  
COCAOTINA.  
VAN HOUTEN'S COCOA.  
LEWIS & BIRD'S COCOA.  
FRENCH PLUMS.

HUNTLEY & PALMER'S BISCUITS.  
PATE DE FOIE GRAS.  
MINCEMEAT.  
CHOCOLATE—MENER.  
SAUSAGES.  
BRAUN.

ISIGNY BUTTER.  
DANISH BUTTER.  
BREAKFAST TONGUES.  
ANGLOVIES.  
ASPARAGUS.  
SOUPS, &c.

## WINES AND SPIRITS.

CHAMPAGNES—  
HENDERSON'S MONOPOLÉ & WHITE  
SEAL.  
VEUVE CLICQUOT PONSARDIN.  
JULES MUMM & Co., pints & quarts.

CLARETS—  
CHATEAU MARGAUX.  
CHATEAU LA ROSE, pints & quarts.  
CHATEAU LAFITE, " " "  
JAS. GRAVES, " " "  
BREAKFAST CLARET, " " "

SHERRIES & PORT—  
SACON'S MANZANILLA & AMON.  
TILLADO.  
SACON'S OLD INVALID PORT  
(1848).  
HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.—  
1, 2 & 3-star HENNESSY'S BRANDY.  
BISQUIT'S COGNAC & Co.'s BRANDY.  
FINEST OLD SCOTCH WHISKY.  
KILBURN'S LL WHISKY.  
ROYAL GLENDEE WHISKY.  
CHARTREUSE.  
MARASCHINO.  
OURACAO.  
ANGOSTURA.  
BONNET'S and ORANGE BITTERS.  
&c., &c.

BASS'S ALE, bottled by CAMERON and  
SANDWICH, pints and quarts.  
GUINNESS'S STOUT, bottled by E. &  
J. BURKE, pints and quarts.  
PILSENER BEER, in quarts.  
DRAUGHT ALE and PORTER, by the  
Gallon.  
ALE and PORTER, in hogsheds.

TOPOCAN BUTTER.  
Eastern and California CHEESE.  
Boneless CODFISH.  
Prime HAMS and BACON.  
Eagle Brand Condensed MILK.  
PEACH and APPLE BUTTER.  
Pickled ONION RINGS.  
Family PIG-FORK in kegs and pieces.  
Parragon MACKEREL in 5 lb cans.  
Bean Ideal SALMON in 5 lb cans.  
Cutting's Dessert FRUITS in 2 1/2 lb cans.  
Assorted Canned VEGETABLES.  
Potted SAUSAGE and Sausage  
MEAT.  
Stuffed PEPPERS.  
Assorted PICKLES.  
MINCEMEAT.  
COMB HONEY in Original Frames.  
Richardson & Robbin's Celebrated Potted  
MEATS.  
Richardson & Robbin's Curried OYSTERS.  
McGarry's Sugar LEMONADE.  
Clam CHOWDER.  
Smoked SALMON.  
Green TURTLE in 2 1/2 lb cans.  
&c., &c., &c.

## YACHT &amp; PICNIC SUPPLIES.

CALIFORNIA  
RACKER  
COMPANY'S BISCUITS in 5 lb  
tins, and loose.  
Alphabetical BIS-  
CUITS.  
Fancy Sweet-Mixed  
BISCUITS.  
Ginger CAKES.  
Soda BISCUITS.  
Oyster BISCUITS.

Cracked WHEAT.  
OATMEAL.  
HOMINY.

CORNMEAL.  
BUCKWHEAT FLOUR.  
RYE MEAL.

SPECIAL SELECTED  
CIGARS.

Fine New Season's CUMSHAW TEA, in  
5 and 10 catty boxes.  
BREAKFAST CONGO @ 25 cents p. lb.

## SHIPHANDLERY of every Description.

MACKINNON PEN.  
LIVERMORE PEN.  
LAWN TENNIS BATS.  
LAWN TENNIS BALLS.  
LAWN TENNIS SHOES.

Hongkong, April 15, 1882.

## Entertainment.

## POSTPONEMENT.

THEATRE ROYAL,  
CITY HALL.

UNDER THE PATRONAGE OF H. E. THE  
ADMINISTRATOR.

ITALIAN OPERA COMPANY.

SIXTH PERFORMANCE  
SECOND SUBSCRIPTION SERIES.

Will be given  
the 8th Instant.

THIS EVENING,  
When will be produced  
"POLIUTO,"

GRAND OPERA BY DONIZETTI.

Prices of Admission:  
Dress Circle, ..... \$3.  
Stalls, ..... \$2.  
Pit, ..... \$1.

Tickets to be obtained at Messrs KELLY  
& WALSH's, and at the Doors.

Doors open at 8.30 p.m.; Performance to  
commence at 9 p.m., sharp.

Ladies unaccompanied by Gentlemen  
cannot be admitted.

A. HOFFLICH.  
Hongkong, May 8, 1882. my9

## To-day's Advertisements.

FOR SHANGHAI.

The Steamship  
"Peking,"  
Captain DREWES, will be  
despatched for the above  
Port TO-MORROW, the 9th Inst., at Noon.

For Freight or Passage, apply to  
SHEMSEN & Co.  
Hongkong, May 8, 1882. my9

## INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR SHANGHAI VIA SWATOW.  
(Taking Cargo & Passengers at through rates  
for CHEFOO, TIENTSIN, NEW-  
CHANG, HANKOW and Ports  
on the YANGTSE.)

The Company's Chartered  
Steamship  
"Ochondo,"  
Captain FAYNE, will be  
despatched for the above Ports at 2 p.m.  
TO-MORROW, the 9th Instant.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, May 8, 1882. my9

## UNION LINE.

FOR YOKOHAMA.

The Steamship  
"Strathleven,"  
Capt. PEARSON, will be  
despatched for the above  
Port TO-MORROW, the 9th Inst., at 4 p.m.

For Freight or Passage, apply to  
RUSSELL & Co.  
Hongkong, May 8, 1882. my9

## FOR PENANG AND SINGAPORE.

The Departure of the  
Steamship  
"Vladivostok,"  
Capt. PEARSON, will be  
POSTPONED until SATURDAY AFTER-  
NOON, the 13th Instant, at 5 p.m.

For Freight or Passage, apply to  
AH YON & Co.  
Hongkong, May 8, 1882. my13

## FOR SWATOW, AMOY AND

TAIWANFOO.

The Steamship  
"Albany,"  
Captain LIGHTWOOD, will  
have quick despatch for  
the above Ports.

For Freight or Passage, apply to  
DOUGLAS LAFRAIK & Co.  
Hongkong, May 8, 1882.

## FOR SHANGHAI.

(Taking Cargo & Passengers at through rates  
for CHEFOO, TIENTSIN, NEW-  
CHANG, HANKOW and Ports  
on the YANGTSE.)

The Steamship  
"Glenfiddich,"  
Captain BIRCH, will be  
despatched as above on  
or about the 14th Instant.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.  
Hongkong, May 8, 1882.

## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
COMPANY.

THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF  
TOKYO will be despatched for San  
Francisco, via Yokohama, on THURSDAY,  
the 18th May, 1882, at 3 p.m., taking  
Passengers and Freight for Japan, the  
United States, and Europe.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan  
Ports, to San Francisco, to Atlantic and  
Indian Oceans of the United States, via Over-  
land Railways, to Havana, Trinidad, and  
Demerara, and to ports in Mexico, Central  
and South America, by the Company's and  
connecting Steamers.

Through Passage Tickets granted to  
England, France, and Germany by all  
trans-Atlantic lines of Steamers.

On prepaid RETURN PASSAGE TICKETS a  
Reduction of 25 % is made.

Freight will be received on board until 4  
p.m. on the 17th May. Parcel Packages  
will be received at the office until 5 p.m.,  
same day; all Parcel Packages should be  
marked with address in full; value of same  
is required.

Consular Invoices to accompany Overland  
Cargo should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.

For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 6, Queen's Road Central.  
F. E. FOSTER,  
Gen. Agent for China & Japan.  
Hongkong, May 8, 1882. my18

## To-day's Advertisements.

THE ADJOURNED FIRST MEETING OF  
CREDITORS in the BANKRUPTCY  
of VOGEL and COMPANY will be held at  
the Office of the Registrar on FRIDAY  
NEXT, the 12th Instant, at Noon, precisely.

EDW. J. ACKROYD,  
Registrar.  
Registry Supreme Court,  
8th May, 1882. my12

NOTICE  
is hereby given that on all  
DOCUMENTARY BILLS delivered to  
the Undersigned on FRIDAY, the 11th  
July, 1882, the Rate of Discount, not ex-  
ceeding five per cent. per annum, which  
will be allowed to the Drawers or Acceptors  
on retiring the Bills before maturity, will  
be as follows:—

At one half per cent. per annum above  
the advertised Rate of Interest for short  
Deposits allowed by the leading London  
Joint Stock Banks, if the Bills are taken  
up in Great Britain.

At the Current Minimum Rate of Dis-  
count of the National Bank of France,  
Italy, Belgium and Germany, respectively,  
if taken up in either of those countries.

At the Current Rate of Rebate for Docu-  
mentary Bills, if taken up in Switzerland  
or the United States.

At the Current Rate of Rebate allowed  
by the Exchange Banks, if taken up at any  
place east of Suez.

For the "Oriental Bank Corporation,"  
A. WEMYSS, p. Manager.

For the "Chartered Mercantile Bank of  
India, London and China,"  
JOHN THURBURN, Manager.

For the "Chartered Bank of India, Aus-  
tralia and China,"  
WILLIAM FORRESTER, Manager.

For the "Hongkong and Shanghai Bank-  
ing Corporation,"  
G. E. NOBLE, p. Chief Manager.

For the "Comptoir d'Escompte de Paris,"  
F. COCHINARD, Agent.  
Hongkong, May 8, 1882.

UNION LINE.  
NOTICE TO CONSIGNEES.  
FROM LONDON, PENANG AND  
SINGAPORE.

THE Steamship Strathleven, Capt. PEAR-  
SON, having arrived from the above  
Ports, Consignees of Cargo are hereby re-  
quested to send in their Bills of Lading to the  
Undersigned for countersignature, and to  
take immediate delivery of their Goods  
from alongside.

Cargo impeding the discharge of the  
Steamer will be at once landed and stored  
at Consignees' risk and expense, and no  
Fire Insurance will be effected.

Optional Cargo will be forwarded on to  
Yokohama, unless notice to the contrary be  
given before Noon TO-MORROW, the 9th  
Instant.

All Claims against the Steamer must be  
presented to the Undersigned on or before  
the 18th Inst., or they will not be recognised.

RUSSELL & Co.,  
Agents.  
Hongkong, May 8, 1882. my15

NOTICE TO CONSIGNEES.  
S. S. "SUMIDA MARU," FROM  
KOBE AND NAGASAKI.

CONSIGNEES of Cargo by the above  
Vessel are hereby requested to send in  
their Bills of Lading for countersignature,  
and take immediate delivery of their Goods  
from alongside.

Cargo impeding the discharge or remain-  
ing on-board after TEVENSON, the 9th  
Instant, will be landed and stored at Con-  
signees' expense and risk.

No Fire Insurance will be effected.  
H. J. H. TRIPP,  
Agent,  
Mitsui Bishi Mail S. S. Co.  
Hongkong, May 8, 1882. my15

Not Responsible for Debts.  
Neither the Captain, the Agents, nor  
Owners will be Responsible for  
any Debt contracted by the Officers or  
Crew of the following Vessels, during  
their stay in Hongkong Harbour:

BYGLIA, German barque, Captain T. A.  
Anderson.—Captain.

CARL GERRARD, German barque, Capt.  
Fr. Suhr.—Edward Schellhaus & Co.

CHARLES STEWART, American barque,  
Capt. H. R. Powers.—Master.

ELAN, German ship, Captain C. Holm-  
Wielor & Co.

GLENVIEW, British ship, schconer, Capt.  
D. Thomson.—Captain.

J. A. BORDLAND, American barque, Capt.  
J. H. Kent.—Douglas Lafraik & Co.

MARTHA, British barque, Capt. McPherson.—Rosario & Co.

ORION, Austro-Hungarian steamer, Capt.  
G. Maharsich.—Melchers & Co.

PLAINMILLER, British steamer, Capt. W.  
McKendrick.—Bun Hin Chan.

ROCK TERRACE, British ship, Capt. J. S.  
Hutchinson.—P. & O. S. N. Co.

ROXY, British steamer, Captain R. Cor-  
mack.—Geo. Stevens & Co.

SURY WONG, German steamer, Capt. B.  
Rademaker.—Kian Tye Loong.

SHIPPING.

ARRIVALS.  
May 6, Sumida Maru, Japanese steamer,  
820 G. Hubert, Kobe April 30, via Nagas-  
aki May 2, General.—M. B. M. S. S. Co.

May 7, Lily, H. M. G. S. vessel, 720.  
Richards Evans, Fellow Islands April 23,  
and Manila May 2.

May 7, Sany Wong, German steamer,  
513, P. Rademaker, Bangkok May 1, Rice.  
Kien Tze Loong.

May 7, Peking, British steamer, from  
Canton.

May 7, Consolation, British steamer, 764,  
Young, Bangkok May 1, General.—Yuen  
Fai Hong.

May 7, Ningpo, British steamer, 761,  
Cass, Shanghai May 3, General.—SHEMSEN  
& Co.

May 7, Carnarvonshire, British steamer,  
1631, Patrick, Saigon May 3, Rice.—  
ANDERSON, Birt & Co.

May 8, Fokien, British steamer, 509, J.  
C. Abbott, Tamsui May 5, and Amoy 7,  
Tea.—DOUGLAS LAFRAIK & Co.

## ARRIVALS.

May 8, Strathleven, British steamer, 1638,  
C. W. Pearson, London March 21, Penang  
April 29, and Singapore May 2, General.—  
RUSSELL & Co.

May 8, Hwai Yuen, Chinese steamer,  
894, Wilson, Shanghai May 4, General.—  
C. M. S. N. Co.

May 8, Lusitania, German steamer, 787,  
F. C. Nielsen, Saigon May 4, Rice.—  
SHEMSEN & Co.

May 8, Hainan, British steamer, 278,  
J. Mooney, Hobeow May 7, General.—  
ARONG & SHING LOONG.

DEPARTURES.  
May 7, Greyhound, for Hobeow, &c.  
7, Amie, for Kanput.

7, Ping-on, for Hobeow, &c.  
7, Kiangning, for Coast Ports.  
7, Kiangning, for Yokohama.  
7, Kiangning, for Shanghai.  
7, Kiangning, for Canton.  
7, Kiangning, for Hobeow, &c.  
7, Kiangning, for Swatow.

Wells, for Hobeow.  
Olympia, for Saigon.  
Regatta, for Bangkok.  
Huntingdon, for Bangkok.  
Strathleven, for Yokohama.

PER SWATOW MARU, from Kobe via Nagas-  
aki, one Japanese.

Per Sany Wong, from Bangkok, 19  
Chinese.

Per Consolation, from Bangkok, Dr. M.  
Stout, and 100 Chinese.

Per Ningpo, from Shanghai, 2 Europeans,  
and 20 Chinese.

Per Fokien, from Tamsui via Amoy, Mr.  
Nunes, 20 Chinese, and 1 European deck.

Per Strathleven, from London, Capt. A.  
Dundas, R.N., from Penang and Singapore,  
Mr. Hawkes, and 60 Deck.

Per Hwai Yuen, from Shanghai, Messrs  
Byrne and Lee, Mrs. Lamond, and 81 Chi-  
nese.

DEPARTER.  
Per Kiangning, for Fookchow, Messrs A.  
W. Walkinshaw, A. da Silva, Tyros, E.  
Remondet, B. J. Morris, H. B. Smith, T.  
W. Whitehead, and W. L. Hunter.

Per Amoy, for Shanghai, Mrs. Miss  
and Master Rodriguez, Messrs Chia Chun  
Quai, Chay Wong, Pa, and 4 Natives on  
deck.

Per Greyhound, for Hobeow, 60 Chinese.  
Per Amie, for Kanput, 1 Chinese.

Per Ping-on, for Hobeow, &c., 10 Chi-  
nese.

Per Amoy, for Hobeow, &c., 20 Chinese.  
Per China, for Swatow, 260 Chinese.

TO DEPART.  
Per Olympia, for Saigon, 100 Chinese.  
Per Regatta, for Bangkok, 32  
Chinese.

SHIPPING REPORTS.  
The Japanese steamer Sumida Maru re-  
ports: First part fresh S.E. wind with  
heavy rain; latter light variable air and  
fine. Passage 96 hours.

The British gun vessel Lily reports:  
Fine weather throughout.

The German steamer Sany Wong re-  
ports: Experienced fine weather and light  
S.E. wind.

The British steamer Consolation reports:  
Fine weather and light southerly winds in  
the Siam Gulf and up to lat. 19 N.;  
thence to port strong N.E. winds, heavy  
sea and foggy weather.

The British steamer Ningpo reports:  
Had steady N.E. wind and fine weather  
throughout.

The British steamer Fokien reports:  
Tamsui to Amoy strong N.E. winds; from  
Amoy light variable air and hazy weather.  
At Amoy: S. S. Freda. Passed S. S. Glen-  
view off Rees Islands bound North.

The Chinese steamer Hwai Yuen reports:  
Left Shanghai at 11 p.m. on the 4th, ar-  
rived at Port Swatow at noon on April 4th.  
Had light North-west and fine weather to  
Lamook, thence to port variable winds and  
fog.

The German steamer Lusitania reports:  
Spoke N.L.Q.F., all well on board, in lat.  
17 N., long. 110 E.

POST OFFICE NOTICES.  
MAILS will close:—

FOR AMOY.—  
Per Plainmiller, at 11.30 a.m. TO-MORROW,  
the 9th inst., instead of as previously  
notified.

FOR SHANGHAI.—  
Per Peking, at 11.30 a.m. TO-MORROW, the  
9th inst.

Per Rory, at 11.30 a.m. TO-MORROW, the  
9th inst.

Per Carlos, at 1.30 p.m. TO-MORROW, the  
9th inst.

FOR SWATOW AND SHANGHAI.—  
Per Okanda, at 1.30 p.m. TO-MORROW,  
the 9th inst.

FOR NAGASAKI AND KOBE.—  
Per Sumida Maru, at 3.30 p.m., on Fri-  
day, the 12th inst.

FOR NAGASAKI AND YOKOHAMA.—  
Per Sany, at 11.30 a.m., on Saturday,  
the 13th inst.

FOR SINGAPORE AND PENANG.—  
Per Vladivostok, at 4.30 p.m., on Sat-  
urday, the 13th inst.

MAILS BY THE UNITED STATES PACKET.—  
The United States Mail Packet City of  
Tokyo will be despatched for San Fran-  
cisco, via Yokohama, on THURSDAY,  
the 18th May, with Mails to and  
through the United Kingdom and  
Europe via Brindisi; to the Straits  
Settlements, Batavia, Burma, Ceylon,  
India, Aden, Mauritius, Egypt, Malta,  
and Gibraltar.

N.B.—This Packet carries no mails for the  
Australian Colonies.

## MEMOS. FOR TO-MORROW.

Shipping.  
Notice of Optional Cargo per Strathleven  
to be sent in before Noon.

Noon.—Peking leaves for Shanghai.  
2 p.m.—Okanda leaves for Shanghai.

3 p.m.—Occidental and Oriental S. S. Co.'s  
Steamer leaves for Yokohama and San  
Francisco.

4 p.m.—Strathleven leaves for Yokohama.  
Goods per Sumida Maru undelivered  
will be landed.

General Memoranda.  
WEDNESDAY, May 10:—  
Rock Terrace leaves for San Francisco.  
Goods per Arratoon Apan undelivered  
after this date subject to rent.

THURSDAY, May 11:—  
Noon.—Tenders for building of a Store-  
house at Kowloon, received by Naval  
Storekeeper.

FRIDAY, May 12:—  
Daylight.—English Mail leaves for Ports  
of Call and Europe.  
4 p.m.—Mitsui Bishi Mail leaves for  
Nagasaki, &c.  
Bonus and Dividend of Union Insurance  
Society payable.

SATURDAY, May 13:—  
Goods per Amoy, undelivered after  
Noon, subject to rent and landing  
charges.  
5 p.m.—Vladivostok leaves for Straits.

SUNDAY, May 14:—  
Vortiger leaves for Port Darwin, Cook-  
town, &c.

THURSDAY, May 18:—  
3 p.m.—American Mail leaves for Yoko-  
hama and San Francisco.  
Claims against the Strathleven must be  
sent in to Messrs Russell & Co., on  
or before this date.

SATURDAY, May 20:—  
Cruiser leaves for Australian Ports on  
or about this date.

THE  
HONGKONG DISPENSARY,  
Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.,  
FAMILY & DISPENSING CHEMISTS,



engaged on an anti-slavery mission in Tennessee, by Anna, sister of Sir Thomas Fowell Buxton, the first baronet. He was born at Bradpole, Dorsetshire, July 11, 1813; received his education at the Public School, Tottenham; and became a worsted manufacturer at Bradford. In 1846-7 he visited some of the distressed districts in Ireland, and distributed a Famine Relief Fund which had been raised by the Quakers. At the general election of April, 1853, he came forward in the Liberal interest as a candidate for the representation of Leam, but was defeated, the numbers being—Edward Baines (L.), 2,343; George S. Boscroft (C.), 2,302; Forster, 2,280. In Feb., 1861, at a bye-election, he was returned without opposition for Bradford, which he has continued to represent down to the present time. At the general election of 1868, he was re-elected without opposition, and at the general election of Nov. 1873, he was returned at the head of the poll, the numbers being—Forster, 9,469; H. W. Ripley (L.), 6,347; Edward Miall (L.), 8,768. Mr. Forster was Under-Secretary for the Colonies in Lord Russell's administration, from Nov., 1869, till the 18th of Jan., 1870, and was President of the Committee of Council on Education from Dec., 1869, to Feb., 1874. He was sworn of the Privy Council in 1868, and admitted a member of the Cabinet in 1870. He displayed remarkable tact and ability in passing through the House of Commons the Education Bill of 1870, and in 1870 and 1871 he was twice elected to the House of Commons by the great majority of the Nonconformists by his advocacy of the famous 26th clause. When Mr. Gladstone retired from the leadership of the Opposition at the commencement of the year 1875, it seemed probable that Mr. Forster would become the leader of the Liberal party in the House of Commons; but in a letter dated Feb. 1, he stated that, even if the choice of the party fell upon him at the "caucus" which had been summoned to meet at the Reform Club two days prior to the assembling of Parliament, he could not undertake the task of leading the party, and it appeared to him that the Liberal party would receive the support which would enable them to carry out their policy, and that he would not attempt to fulfil the duties of this most difficult but honorable post. The choice of the party consequently fell on the Marquis of Hartington. Mr. Forster was elected a Fellow of the Royal Society in 1875. On Nov. 19, 1877, he was elected Lord Mayor of the University of Aberdeen by 235 votes against 145 recorded for Lindsay; and the same University conferred upon him the honorary degree of LL.D. in 1876. He is the author of a narrative of his visit to Ireland, published by Joseph Crossfield in 1847; William Fennell and Co. in 1849; and "How we tax India; a Lecture on the condition of India under British Rule," 1858; and "Speech delivered after laying the memorial stone of the first school built by the Friends of the School Board in 1874. Mr. Forster is a Magistrate and Deputy-Lieut. for the Western Riding of Yorkshire. He married, in 1850, Jane Martha, eldest daughter of the late Rev. Thomas Arnold, D.D., head-master of Rugby school.

## THE ELECTRIC LIGHT ON BOARD.

THE O. & S. S. "COPTIC."

In response to invitations sent out by Mr. C. H. Haswell, agent of the O. & S. Company at this port, a large company of residents assembled on board the Company's fine new steamer *Coptic* on Saturday night, to witness the electric light, and note how that new mode of illumination has been adapted to the ordinary requirements of the steamer. Steam-launches were provided for the guests, and as the weather was favourable, a most pleasant evening was spent. Mr. Haswell (the host), and Captain Kidley, the commander of the *Coptic*, received the visitors in the most courteous and kindly manner; and, with the officers of the ship, were assiduous in explaining the novelties which seem to be centered in this new mode of illumination. The guests were given full particulars relative to the dimensions and fittings of the *Coptic*, and need not here repeat them; but the novelty of witnessing the best points of such a vessel under the light produced by electricity was clearly sufficient to bring together a goodly assemblage of gentlemen, and the scene was a happy one. The electric light, which was brilliantly lighted saloons and state-rooms, staircases and passages of the *Coptic* were alive with visitors ready to admire and learn to criticise the effect of the new illuminator. So far as the effect of the light was concerned, neither the steamer's fittings nor the patterns of the light, nor any cause to be a matter of surprise. The beautifully soft but brilliant light of Swan's incandescent lamp revealed the perfect taste and admirable arrangement present in all the appliances for the comfort and convenience of those on board this vessel. Though not large, the saloon is extremely neat, and its decoration is subdued and elegant; while the ladies' room is a little picture of luxurious comfort and aesthetic art. The state-rooms, lavatories, and pantry, are in keeping with the generally excellent arrangements; and even under the scorching light of the incandescent platinum were as clean as new. Below the accommodation provided for Chinese passengers, the stowage of the cargo was arranged in a most satisfactory manner, and the canvas boats being of the most approved pattern. The *Coptic* is fitted up for 60 first-class and 1,100 steerage passengers; there is a separate galley for cooking the rice for the Chinese passengers by steam; and the lavatory arrangements are everything that could be desired. Although the excellence of the ship's arrangements were, as we have said, shown to great advantage on Saturday night, the greatest attraction was, of course, the new lighting medium now brought into use on board. The chief interest, after seeing the lamps, was therefore centred in the engine-room, where the process of generating the electric current was going on. The engine employed in producing the electric current is a 20-horse power double cylinder horizontal, which works at 60 revolutions per minute. When the two machines are at work (there are two, in case of emergency) a current can be maintained to feed about 150 lamps; but we believe they may be run at ninety or a hundred lamps were it on Saturday night. This electric "excitement" is said to perform from 1,200 to 1,400 revolutions per minute; and as the electric sparks are thrown off this part of the machine, one has an instinctive feeling that this tremendous force of nature is being drawn into the service of man in a wonderfully tame manner, considering the difficulties that have been overcome during the last few years. It would be hazardous to fix limits to the progress of scientific improvements; and when it has now been found practicable to utilise electric light produced by means of a steam-engine, who will say that it will not in the future be possible to obtain an electric motor, which will revolutionise all present forms of steam power? That, however, has yet to come; even the electric light cannot as yet be said to be produced in quantities with that ease and economy which alone can enable it to take the place of coal-gas now in general use.

Indeed, it is understood that the adoption of the new illuminator on board the *Coptic* has not proved a success inasmuch as the cost of the new illuminator, as compared with older methods of lighting; and it is only when the comfort and convenience of the new mode of lighting are taken into consideration, that this balance is largely in its favour, which fact, it may be remarked, is creditable to the enterprising spirit of the steamer Company. It may be observed that, in a well-provided steamer, steam power is more easily available than elsewhere, as the engine can be utilised for other purposes than that of generating the requisite current of electricity. On board the *Coptic* the engine is used for the propulsion of the ship, and the engine, being at its part of the machinery of the vessel, comes as a matter of course under the supervision of the engineer or watch. In the engine-room and in the saloon, probably even more than in the engine-room, the clear light of the incandescent lamp is a most valuable and not a little advantage; and there can be no doubt but that the White Star steamer-owners have anticipated what will become the light of the future in all large ocean-going passenger steamers. We have to thank Mr. Haswell, the Agent of the O. & S. Steamship Company, and Mr. Kidley, the Captain, for a pleasant and instructive evening's entertainment, and it will be strange if the wish, which was so frequently expressed in the saloon of the *Coptic*, that access may attend the efforts of this enterprising Company on behalf of shippers and passengers, be not generally re-echoed throughout the Colony. It is understood that the numerous Chinese residents went on board the *Coptic* last night, and were much pleased with what they saw of the good ship and the wonderful invention of Swan's incandescent electric light.

## CORRESPONDENCE.

## STREET GAMBLING.

To the Editor of the "CHINA MAIL."

May 8th, 1882.

Sir, Can you tell me whether it would be allowable by law, and also whether you think I would be supported by the Police Authorities were I to assist them in putting down street gambling (for apparently they are unable to effect it themselves) and it occurred to me that the civilians might assist them by taking up to the Police Office street coolies, and the like when they can be caught in the act? I am constrained to write you on this matter, because, some time ago I informed the Police Authorities of the nuisance of street gambling, and a constable paid a very occasional visit, but the effect in stopping it for a time was hardly perceptible and the perpetrate "bobby" harrassed westward, purloining apparently the aristocratic neighbourhood of the Club and Hongkong Hotel to looking after a lot of coolies under the huge tree in Queen's Road at the foot of the Long Lane, where at any hour of the day, every day in the week, and all the year round, street coolies are to be found gambling to their hearts' content without the slightest interruption. This morning I was disturbed by an "alarm" ring amongst about twenty of the Chinese gamblers, and the police, who were in the neighbourhood, were called to the scene, which did not subside for some time, and at one time looked as if it would result in a breach of the peace. In former times there used to be a Sikh policeman stationed there, who kept a tolerably free from such nuisance, but under our recent economical (Government) things have changed for the worse as in other departments. Would it be too much if I were to suggest to our worthy Acting Superintendent of Police that a policeman might be stationed in that neighbourhood as formerly, and I think he could easily spare one of his men, as I see there are two, and sometimes more on the short distance between Zealand Street and the Club. If he would, I am certain he would earn the thanks of more than

## PEACE &amp; QUIETNESS.

## Police Intelligence.

(Before H. E. Wodehouse, Esq.)

Monday, May 8.

## TWO MEN FALSELY ACCUSED.

John McElroy, an English seaman, on board the *Coptic*, and Thomas Fines, of Chilly, seaman, were charged with having stolen a watch from the *Coptic*, which was found on board the *Coptic*, and need not here repeat them; but the novelty of witnessing the best points of such a vessel under the light produced by electricity was clearly sufficient to bring together a goodly assemblage of gentlemen, and the scene was a happy one. The electric light, which was brilliantly lighted saloons and state-rooms, staircases and passages of the *Coptic* were alive with visitors ready to admire and learn to criticise the effect of the new illuminator. So far as the effect of the light was concerned, neither the steamer's fittings nor the patterns of the light, nor any cause to be a matter of surprise. The beautifully soft but brilliant light of Swan's incandescent lamp revealed the perfect taste and admirable arrangement present in all the appliances for the comfort and convenience of those on board this vessel. Though not large, the saloon is extremely neat, and its decoration is subdued and elegant; while the ladies' room is a little picture of luxurious comfort and aesthetic art. The state-rooms, lavatories, and pantry, are in keeping with the generally excellent arrangements; and even under the scorching light of the incandescent platinum were as clean as new. Below the accommodation provided for Chinese passengers, the stowage of the cargo was arranged in a most satisfactory manner, and the canvas boats being of the most approved pattern. The *Coptic* is fitted up for 60 first-class and 1,100 steerage passengers; there is a separate galley for cooking the rice for the Chinese passengers by steam; and the lavatory arrangements are everything that could be desired. Although the excellence of the ship's arrangements were, as we have said, shown to great advantage on Saturday night, the greatest attraction was, of course, the new lighting medium now brought into use on board. The chief interest, after seeing the lamps, was therefore centred in the engine-room, where the process of generating the electric current was going on. The engine employed in producing the electric current is a 20-horse power double cylinder horizontal, which works at 60 revolutions per minute. When the two machines are at work (there are two, in case of emergency) a current can be maintained to feed about 150 lamps; but we believe they may be run at ninety or a hundred lamps were it on Saturday night. This electric "excitement" is said to perform from 1,200 to 1,400 revolutions per minute; and as the electric sparks are thrown off this part of the machine, one has an instinctive feeling that this tremendous force of nature is being drawn into the service of man in a wonderfully tame manner, considering the difficulties that have been overcome during the last few years. It would be hazardous to fix limits to the progress of scientific improvements; and when it has now been found practicable to utilise electric light produced by means of a steam-engine, who will say that it will not in the future be possible to obtain an electric motor, which will revolutionise all present forms of steam power? That, however, has yet to come; even the electric light cannot as yet be said to be produced in quantities with that ease and economy which alone can enable it to take the place of coal-gas now in general use.

## CHINA.

(By C. H. Haswell, Esq.)

Monday, May 8.

## AUSREIN COOLIES.

Peter Annington, a Norwegian seaman, was fined £1, in default four days' imprisonment, for being drunk and abusing two coolies in Queen's Road on Saturday.

## (Before H. G. Thomsett, Esq.)

## DRINKING.

John Decarty, an unemployed seaman, was fined £1, in default four days' imprisonment, for transgressing the laws of the Colony by being drunk, refusing to pay hire and damaging the junk's crew's cooler. The case was heard by Mr. Haswell, who, as we have said, showed to great advantage on Saturday night, the greatest attraction was, of course, the new lighting medium now brought into use on board. The chief interest, after seeing the lamps, was therefore centred in the engine-room, where the process of generating the electric current was going on. The engine employed in producing the electric current is a 20-horse power double cylinder horizontal, which works at 60 revolutions per minute. When the two machines are at work (there are two, in case of emergency) a current can be maintained to feed about 150 lamps; but we believe they may be run at ninety or a hundred lamps were it on Saturday night. This electric "excitement" is said to perform from 1,200 to 1,400 revolutions per minute; and as the electric sparks are thrown off this part of the machine, one has an instinctive feeling that this tremendous force of nature is being drawn into the service of man in a wonderfully tame manner, considering the difficulties that have been overcome during the last few years. It would be hazardous to fix limits to the progress of scientific improvements; and when it has now been found practicable to utilise electric light produced by means of a steam-engine, who will say that it will not in the future be possible to obtain an electric motor, which will revolutionise all present forms of steam power? That, however, has yet to come; even the electric light cannot as yet be said to be produced in quantities with that ease and economy which alone can enable it to take the place of coal-gas now in general use.

## CHINA.

(By C. H. Haswell, Esq.)

Monday, May 8.

## AUSREIN COOLIES.

Peter Annington, a Norwegian seaman, was fined £1, in default four days' imprisonment, for being drunk and abusing two coolies in Queen's Road on Saturday.

## (Before H. G. Thomsett, Esq.)

## DRINKING.

John Decarty, an unemployed seaman, was fined £1, in default four days' imprisonment, for transgressing the laws of the Colony by being drunk, refusing to pay hire and damaging the junk's crew's cooler. The case was heard by Mr. Haswell, who, as we have said, showed to great advantage on Saturday night, the greatest attraction was, of course, the new lighting medium now brought into use on board. The chief interest, after seeing the lamps, was therefore centred in the engine-room, where the process of generating the electric current was going on. The engine employed in producing the electric current is a 20-horse power double cylinder horizontal, which works at 60 revolutions per minute. When the two machines are at work (there are two, in case of emergency) a current can be maintained to feed about 150 lamps; but we believe they may be run at ninety or a hundred lamps were it on Saturday night. This electric "excitement" is said to perform from 1,200 to 1,400 revolutions per minute; and as the electric sparks are thrown off this part of the machine, one has an instinctive feeling that this tremendous force of nature is being drawn into the service of man in a wonderfully tame manner, considering the difficulties that have been overcome during the last few years. It would be hazardous to fix limits to the progress of scientific improvements; and when it has now been found practicable to utilise electric light produced by means of a steam-engine, who will say that it will not in the future be possible to obtain an electric motor, which will revolutionise all present forms of steam power? That, however, has yet to come; even the electric light cannot as yet be said to be produced in quantities with that ease and economy which alone can enable it to take the place of coal-gas now in general use.

## SHANGHAI SPRING RACE MEETING.

First Day.

(Continued from the N. C. D. News.)

Monday, 1st May, 1882.

This members of the Shanghai Race Club opened their Spring Meeting to-day and they are again to be congratulated on the successful way in which they provided a good day's outing for others and sports for themselves. The weather, which is more than half the battle on such occasions, was all that could be desired, the sun shone out brightly, and a gentle breeze blowing across the ground prevented the heat from being disagreeable, but did not in any way interfere with good time being made by the ponies.

1.—THE LEGACY CUP.—Presented by the late James Hart.—Value, £100.—For China Ponies.—Weight for inches as per scale.—Entrance, £5.—Half a Mile.

St. Andrew's Merry Monk, 12st. 0lbs. .... 1

Fungus Precipitate, 10st. 8lbs. .... 2

Bill's Gang Forward, 10st. 12lbs. .... 3

Krum's Salspeter, 10st. 13lbs. .... 4

For this, the opening event of the meeting six ponies came to the post out of thirteen entries. After three false starts they all got off in splendid style, Salspeter having the lead which he kept until nearing the monument, when he was joined by Merry Monk, who on entering the Straight was about being close behind him, and Gang Forward, and at the finish Merry Monk was a winner by about two lengths, Salspeter being a good third.—Time, 56 secs.

2.—THE CRITERION STAKES.—A Sweepstakes of £15 each, with £100 for the winner.—For China Ponies.—Weight for inches as per scale.—Second Pony to save his stake.—One Mile.

Fungus Precipitate, 10st. 8lbs. .... 1

St. Andrew's Jolly Friar, 12st. 0lbs. .... 2

For this race, out of the limited number of five entries only two came to the post. Precipitate was the favourite, but there were those who were prepared to back Jolly Friar heavily. The good start was effected, both ponies getting fairly off at the first time of asking. After they had gone a few paces Jolly Friar took the lead, kept it past Prob's Gardens, and up to the monument, when both ponies came neck and neck. Shortly after entering the straight Precipitate forged slightly ahead and kept so until nearing the Stand, when he was overtaken by Jolly Friar, who, he promptly answered the call of his rider, and came in an easy winner.—Time, 2 min. 6 secs.

3.—THE GRIFTERS' PLATE.—Value, £100.—250.—Second Pony, £50.—For Ponies to pay third Pony's entrance.—For China Ponies that have never run at any Meeting. Weight for inches as per scale.—Entrance, £15.—Three-Quarters of a Mile.

J. S. Fearon's Montezuma, 11st. 0lbs. .... 1

Sivel's Alarm, 10st. 10lbs. .... 2

Fernando's Dunkeld, 11st. 0lbs. .... 3

This, the great event of the meeting, brought out a field of seventeen out of fifty entries, or two less than in the Spring Meeting of last year. Public choice was decidedly in favour of Montezuma, but Fearon nevertheless stood high in favour: Montezuma had the lead from the first and kept it throughout, though at the monument he was close pressed by Dunkeld and Mute, the rest as far as we were able to make out, keeping well together. On entering the straight, Alarm, who had been running well close fairly up, and on passing the Stand Dunkeld who had been with the crowd all the way made a tremendous start and closely pressed Alarm. At the finish Montezuma came in a capital first by over two lengths amidst the deafening cheers of his numerous supporters, Dunkeld being a good third.—Time, 1 min. 30.1/2 secs. at the Spring Meeting of last year.

4.—THE CATNEY CUP.—Value, £150.—For China Ponies.—Weight for inches as per scale.—Entrance, £15.—One Mile and a Half.

Kerfoot's Wild Duck, 11st. 0lbs. .... 1

Paul's Tajmahal, 10st. 11lbs. .... 2

Bill's Second Victim, 11st. 0lbs. .... 3

Out of thirteen entries only five ponies turned up for this race. Tajmahal was first

favourite, but Wild Duck and Hunstman received a good deal of support. After two false starts they got fairly away with the Hunstman leading, who was soon caught by Wild Duck the latter being ahead when they passed the Stand for the first time. Hunstman and Tajmahal lying well up. This order was fairly maintained until entering the Straight for the run home when Tajmahal put on steam. Wild Duck did not slacken his pace and won in a canter. Tajmahal being a fair second and Hunstman a good third.—Time, 3 min. 14 secs.

5.—THE KIAMO PLATE.—Value, £150.—For China Ponies.—Weight for inches as per scale.—Entrance, £15.—One Mile and Three-Quarters.

Fungus Precipitate, 10st. 8lbs. .... 1

St. Andrew's Driving Cloud, 10st. 11lbs. .... 2

Chow's Problem, 10st. 11lbs. .... 3

Three ponies only started for this race out of the thirteen entries. After the start Driving Cloud took the lead though he was soon caught up Precipitate, in fact it was manifest from the first that the race had longed to this brave little pair. Although his rider was holding him in, he was leading when they passed the Stand the first time, and he maintained his advantage, past Prob's Gardens to the Monument, where Driving Cloud gained on him a little. In the run home his jockey let him have his head a little, and he came away passing the Stand and winning post in splendid style, with Driving Cloud a most creditable second. Problem, it was plain, had no chance from the first, indeed he continued to lose ground all through the race.—Time, 3 min. 6 secs.

6.—THE JOCKEY CUP.—Value, £100.—For China Ponies that have never won a Race.—To be ridden by Jockeys who have never had a winning mount before this Meeting.—Weight, 11st.—Entrance, £15.—One Round.

Smully's Imp, 11st. 0lbs. .... 1

St. Walker's Catalyst, 11st. 0lbs. .... 2

Morvale's Lethargy, 11st. 0lbs. .... 3

Although this race is of comparative unimportance compared with most of the others, it is always one that excites some interest amongst spectators, not so much on account of the ponies as of the riders being somewhat new to the pigskin. The field was a good one, all turning out in capital order. At the third attempt they went off with a dash, and Smully's Imp, who had been leading the field, did not keep his advantage. All along the back straight and past the gardens Lethargy led, but after passing the Monument Imp and Catalyst gradually forced ahead; in passing the post many thought the former horse had won, but the judges ruled that it was a dead heat, and Lethargy was a fair third. One jockey unfortunately had a frightful spill once after starting.—Time, 2 min. 40.1/2 secs.

7.—THE TATTOO CUP.—Value, £100.—Presented by H. E. the Tatoo.—For China Ponies.—Weight, 12st.—Entrance, £15.—One Mile.

St. Andrew's Merry Monk, 12st. 0lbs. .... 1

Fungus Precipitate, 12st. 0lbs. .... 2

Paul's Shamrock, 12st. 0lbs. .... 3

For this race only three ponies faced the starters out of a total of ten entries. At the start, which was not a particularly good one, Merry Monk had a capital start and the Shamrock kept it throughout, the only question being as to who would take the second place. Along the back straight and past the gardens Precipitate, although second showed some signs of being well pumped; Shamrock was in the rear and seemed to be held in by his rider. After passing the Monument and entering the Straight Shamrock pushed ahead and everybody thought he would make a good second, but on passing the Stand his jockey gave in and allowed Precipitate to pass him. Merry Monk won in a canter without the slightest difficulty.—Time, 2 min. 12.1/2 secs.

8.—THE RACING STAKES.—A Sweepstakes of £15 each.—For China Ponies being sent off at the date of entry.—One Mile and a Quarter.

Edmund's Foxhound, 11st. 0lbs. .... 1

Bill's Alarm, 10st. 8lbs. .... 2

Krum's Repeater, 10st. 11lbs. .... 3

This race brought out a field of twelve ponies out of thirty-one entries. Foxhound was the favourite, but there were those who were prepared to back Alarm heavily. Bill declared to win with Alarm and Harmony, and Mr. St. Andrew with Kineman and Bandman. Some time was taken up in starting, but when they did go off Alarm and Foxhound were close pressed by Repeater and Scamrock, who were leading the field, and all along the back straight, though Foxhound gained a slight advantage in passing the gardens. At the Monument Repeater put on the spur and Scamrock lost it. In the run home through the straight Foxhound forged ahead and came in a good first by a length, Repeater being a fair third.—Time, 2 min. 41.1/2 secs.

At the close of this race the dead-heat between Imp and Catalyst was to have been run off, but the latter horse failed to turn up. Imp therefore quietly walked over the course and, we presume, secured the honours.

## SECOND DAY.

Tuesday, 2nd May, 1882.

1.—THE CHIAO-KIAO CUP.—Value, £100.—For China Ponies.—Weight for inches as per scale.—Winners of one Race in China or Hongkong since 1st October, 1881, 7lbs. extra; two or more Races, 14lbs. extra.—Entrance, £15.—Half a Mile.

Fungus Precipitate, 10st. 8lbs. .... 1

St. Andrew's Alarm, 10st. 10lbs. .... 2

Bill's Gang Forward, 10st. 12lbs. .... 3

For this, the first event of the day, a field of seven ponies turned out on a total of nineteen entries. Precipitate and Merry Monk were declared best to win. Several false starts were made before they were fairly off; in one of them Precipitate bolted and passed the judges' box before he could be pulled up. In another Precipitate went off and was not stopped until entering the Straight. When they did get off they were at the start and continued on until turning the corner, when Merry Monk had the lead, being close pressed by Gang Forward and Precipitate; on nearing the Stand both of the latter forged ahead and Precipitate came in an easy first by a length, Merry Monk being second, and Gang Forward third.—Time, 88 secs.

2.—THE SHANGHAI DEBUT.—A Sweepstakes of £15 each, with £100 added.—For China Ponies being sent off at the date of entry.—First Pony to receive 70 per cent.; second Pony, 45 per cent.; third Pony, 10 per cent.—Weight, 10st. 10lbs.—One Mile and a Half.

J. S. Fearon's Montezuma, 10st. 10lbs. .... 1

Veitke's Quicksilver, 10st. 10lbs. .... 2

This, one of the principal events of the meeting, brought out a field of fifteen out of thirty-nine entries. Montezuma was first favourite, but Foxhound was in high favour with a great many who were prepared to back him to a considerable amount. Filler, Mute and White Knight were not without a fair number of adherents. Bands-

men and Kineman were declared best to win. As was the case in the preceding race some difficulty was experienced in getting them off, but when they were fairly away Imp had the lead for a few paces but was soon out-distanced by White Knight, who was leading in passing the Stand, being pressed by Dunkeld. Along the back straight the Gardens Montezuma had the lead closely followed by Mute, Dunkeld, and Quicksilver. After passing the Monument Montezuma was still first with Mute and Quicksilver near at hand. They passed the Stand almost neck and neck and at the finish Montezuma won by a head. Quicksilver being a capital third.—Time, 3 min. 13.1/2 secs.

3.—THE LADIES' PURSE.—Value, £100.—For China Ponies.—Weight for inches as per scale.—Entrance, £15.—One mile and a quarter.

Morvale's Lethargy, 10st. 11lb. .... 1

Bill's Second Victim, 11st. 0lb. .... 2

Kerfoot's Wild Duck, 11st. 0lb. .... 3

For this prize, so much coveted by jockeys, six ponies faced the start out of a total of seventeen entries. At the start they all got fairly off, Lethargy having a slight lead, which advantage he maintained until he was overtaken by Bill's Second Victim, who entered the Straight the latter had the advantage, kept it in the run home, and came in an easy first, Oriole being second and Droichan a capital third.—Time, 2 min. 38.1/2 secs.

4.—THE ROADSTERS' PLATE.—Value, £150.—For China Ponies (without the restriction to height specified in By-law No. 11) not otherwise entered at this Meeting, and that have never won a Race.—Weight for inches as per scale.—Entrance, £15.—One Round.

Krum's Repeater, 11st. 0lbs. .... 1

Do. Oriole, 10st. 11lbs. .... 2

Paulie's Droichan, 10st. 8lbs. .... 3

Seven ponies faced the starters out of thirty-two entries. Repeater and Oriole were declared best to win. When the flag fell Droichan had a slight lead but was soon overtaken by John Brown, the latter being speedily out-distanced by Oriole. After this it was a close run between Oriole and Repeater, who kept closely together until entering the Straight the latter had the advantage, kept it in the run home, and came in an easy first, Oriole being second and Droichan a capital third.—Time, 2 min. 38.1/2 secs.

## THIRD DAY.

Wednesday, 3rd May, 1882.

1.—THE GRAND STAND STAKES.—A Sweepstakes of £15 each, with £100 added.—For China Ponies that have never been raced previously to the 1st January, 1882.—Weight for inches as per scale.—Winners of a Race of one mile and a half, 7lbs. extra; two or more such Races, 12lbs. extra.—One Mile and a Half.

Edmund's Foxhound, 11st. 7lbs. .... 1

Krum's Repeater, 10st. 11lbs. .... 2

Veitke's Quicksilver, 11st. 0lbs. .... 3

In a field of six starters, out of thirty-seven entries, Foxhound was the favourite, but Repeater and Quicksilver were well backed. The start was a good one, all the ponies getting fairly away. White Knight had a slight lead but was soon joined by Scamrock, and Repeater came in passing the judges' box for the first time these three were almost neck and neck, whilst Foxhound was bringing up the rear. After this White Knight fell back and Quicksilver put on steam and closely pressed Repeater. This state of affairs continued until nearing the Monument when Foxhound, who had been gradually increasing his distance from the pack shot ahead, and from the entrance of the straight to the finish was a stiff contest for the first place between him, Repeater and Quicksilver. He promptly answered the call of his jockey and gained by about a head, there being a similar distance between Repeater and Quicksilver.—Time 3 min. 10.1/2.

2.—THE GREAT NORTHERN PLATE.—Value, £100.—For China Ponies.—Weight for inches as per scale.—Winner of one Race at this Meeting under a mile, 7lbs. extra; two such Races, 10lbs. extra.—Entrance, £15.—Seven Furlongs.

Fungus Precipitate, 10st. 8lbs. .... 1

Bill's Gang Forward, 11st. 3lbs. .... 2

St. Andrew's Merry Monk, 12st. 0lbs. .... 3

When the flag fell Merry Monk had the lead, but was close pressed by Lethargy who soon ran side by side with him. In passing the gardens Gang Forward gained a little and on entering the Straight for the run home he was side by side with Merry Monk. On approaching Bellevue the Monk took ground, Precipitate shot ahead and came in an easy first with Gang Forward a good second and the Monk third.—Time 1 min. 50.1/2 secs.

3.—THE MARSH STAKES.—A Sweepstakes of £15 each, with £100 added.—For China Ponies being sent off at the date of entry and having run and not won a Race.—First Pony to receive 70 per cent.; second Pony, 50 per cent.; third Pony, 10 per cent.—Weight for inches as per scale.—One Mile and a Quarter.

Fungus Precipitate, 10st. 8lbs. .... 1

Bill's Gang Forward, 11st. 3lbs. .... 2

St. Andrew's Merry Monk, 12st. 0lbs. .... 3

When the flag fell Merry Monk had the lead, but was close pressed by Lethargy who soon ran side by side with him. In passing the gardens Gang Forward gained a little and on entering the Straight for the run home he was



## Insurances.

## THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF  
His Majesty King George The First,  
A. D. 1720.

THE Undersigned having been appointed  
Agents for the above Corporation, are  
prepared to grant Insurances as follows:—

## Marine Department.

Policies at current rates, payable either  
here, in London or at the principal Ports  
of India, China and Australia.

## Fire Department.

Policies issued for long or short periods at  
current rates.

## Life Department.

Policies issued for sums not exceeding  
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.  
Hongkong, July 25, 1872.

THE SOUTH BRITISH FIRE AND  
MARINE INSURANCE COMPANY  
OF NEW ZEALAND.

CAPITAL £1,000,000 (One Million Sterling).

Unlimited Liability of Shareholders.

THE Undersigned having been appointed  
AGENTS for the above Company are  
prepared to accept FIRE and MARINE  
RISKS at Current Rates, allowing usual  
Discounts.

GEO. R. STEVENS & Co.  
Hongkong, July 1, 1881.

THE CITY OF LONDON FIRE IN-  
SURANCE COMPANY, LIMITED.

CAPITAL £2,000,000. PAID-UP, £200,000.

PAID-UP RESERVE FUND, £50,000.

THE Undersigned having been appointed  
AGENTS for the above Company are  
prepared to ACCEPT RISKS against  
FIRE at Current Rates.

GEO. R. STEVENS & Co.  
Hongkong, January 1, 1882.

LANCASHIRE INSURANCE  
COMPANY.

## (FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant  
Policies against the Risk of FIRE on  
Buildings or on Goods stored therein, on  
Goods on board Vessels and on Hulls of  
Vessels in Harbour, at the usual Terms  
and Conditions.

Proposals for Life Insurances will be  
received, and transmitted to the Directors  
for their decision.

If required, protection will be granted on  
first class Lives up to £1000 on a Single  
Life.

For Rates of Premiums, forms of pro-  
posals or any other information, apply to  
ARNHOLD, KARBURG & Co.,  
Agents, Hongkong & Canton.

Hongkong, January 4, 1867.

THE TOKIO MARINE INSURANCE  
COMPANY, LIMITED.

CAPITAL (Fully Paid-up) £420,000.00.

PERMANENT RESERVE FUND £230,000.00.

SPECIAL RESERVE FUND £288,936.17.

TOTAL CAPITAL AND AC-  
CUMULATIONS, £938,936.17.

April, 1881.

Directors.

H. DE C. FORBES, Esq., Chairman.

J. H. PICKFORD, Esq., Wm. MEYERINK,

Esq., A. J. M. INVERKAT, Esq., G. H. WHELEH,

Esq.

HEAD OFFICE—SHANGHAI.

Messrs RUSSELL & Co., Secretaries.

LONDON BRANCH:

Messrs BARRING BROTHERS & Co.,

Bankers.

RICHARD BLACKWELL, Esq., Agent,

68 and 69, Cornhill.

Policies granted on Marine Risks to all  
parts of the World.

Subject to a Charge of 12 1/2 for Interest  
on Shareholders' Capital, all the PROFITS  
of the UNDERWRITING BUSINESS are  
annually distributed among all Contributors  
of Business in proportion to the Premium  
paid by them.

RUSSELL & Co.,

Agents.

Hongkong, April 23, 1882.

MANCHESTER FIRE INSURANCE  
COMPANY OF  
MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling

of which is paid up £100,000

Reserve Fund of £120,000

Annual Income £200,000

THE Undersigned have been appointed

Agents for the above Company at

Hongkong, Canton, Foochow, Shanghai,

and Hankow, and are prepared to grant

Insurances at current rates.

HOLLIDAY, WISE & Co.,

Hongkong, October 15, 1868.

## FREDERIC ALGAR,

COLONIAL, NEWSPAPER & COM-  
MIS-  
SION AGENT.

11, Clement's Lane, Lombard Street,  
LONDON.

THE Colonial Press supplied with News-  
papers, Books, Types, Ink, Presses,  
Papers, Correspondence, Letters; and any  
European Goods on London terms.

NOTICE TO SHIPPERS.

Colonial Newspapers received at the office  
are regularly filed for the inspection of  
Advertisers and the Public.

## Visitors' Column.

We have instituted an experiment  
a Visitors' COLUMN, which we trust  
will prove successful, and be found use-  
ful. To it will be relegated from time  
to time such items of information, lists,  
tables and other intelligence as is con-  
sidered likely to prove valuable to  
persons passing through the City, and  
in connection with we have opened a  
SELECT HOTEL AND BUSINESS  
DIRECTOR, applications for enrolment  
into which we are now ready to receive.

## List of Public Buildings.

Government House, North of Public  
Gardens.

City Hall, Library (8,000 volumes) and  
Museum.—Free.

Public Gardens, a beautifully picturesue  
retreat and of great interest.

The Clock Tower, Queen's Road Cen-  
tral, in a line with Pedder's Wharf.

General Post Office, Hongkong Club,  
German Club, Supreme Court, &c.,  
within a stone's throw.

Lusitano Club and Library, Shelley St.

Government Offices, the Secretariat, &c.,  
near the Public Gardens.

St. John's Cathedral (Anglican), above  
the Parade Ground.

Roman Catholic Cathedral, Wellington  
Street.

Union Church, Elgin Street.

St. Peter's Seamen's Church, West Point.

St. Joseph's (R.C.) Church, Garden  
Road, near Kennedy Road.

Temperance Hall, specially adapted for  
sea-faring men, Queen's Road East.

Sailors' Home, West Point.

E. E. A. and China Telegraph Co., and  
the Great Northern Telegraph Co.,  
Marine House, Queen's Road.

Masonic Hall, Zetland Street.

Victoria Recreation Club—Bath-house  
and Boat-house, &c.,—Praya, beyond  
the Cricket Ground, beside the City  
Hall.

The Barmacks and Naval and Military  
Store Departments lie to the east-  
ward, and cover a large area.

## Stores, Books, &amp;c.

American and English Stores, Books,  
and specially selected Cigars.—MAC-  
EWEN, FRICKEL & Co.

## Chair and Boat Hire.

LEGALISED TARIFF OF FARES FOR CHAIRS,  
CHAIR MEN, AND BOATS,  
IN THE COLONY OF HONGKONG.

Chairs and Ordinary Pullerway Boats.

Half hour, 10 cts. Hour, 20 cts.

Three hours, 50 cts. Six hours, 70 cts.

Day (from 6 to 6), One Dollar.

## TO VICTORIA FARE.

Single Trip.

Four Coolies, \$1.00

Three Coolies, 0.85

Two Coolies, 0.70

Return (direct or by Pak-foo-lam).

Four Coolies, \$1.50

Three Coolies, 1.20

Two Coolies, 1.00

TO VICTORIA GAP (TO LEVEL OF UMBRELLA  
SEAT).

Single Trip.

Four Coolies, \$0.60

Three Coolies, 0.50

Two Coolies, 0.40

Return (direct or by Pak-foo-lam).

Four Coolies, \$1.00

Three Coolies, 0.85

Two Coolies, 0.70

The Return Fare embraces a trip of not  
more than three hours.

For every hour or part of an hour above  
three hours, each Coolie will be entitled to  
an additional payment of 5 cents.

Day Trip (Peak) \$0.75 each Coolie.

(12 hours) Gap, \$0.80 each Coolie.

## Increased Barriers (each).

Hour, 10 cents.

Half day, 35 cents.

Day, 50 cents.

## BOAT AND COOLIE HIRE.

1st Class Cargo Boat of 8 or 900  
piculs, per Day, \$3.00

1st Class Cargo Boat of 8 or 900  
piculs, per Load, 2.00

2nd Class Cargo Boat of 600  
piculs, per Day, 2.50

2nd Class Cargo Boat of 600  
piculs, per Load, 1.75

3rd Class Cargo Boat or Ha-kan Boat of  
300 piculs, per Day, 1.60

3rd Class Cargo Boat or Ha-kan Boat of  
300 piculs, per Load, 1.00

3rd Class Cargo Boat or Ha-kan Boat of  
300 piculs, Half Day, 50

## Sampans.

or Pullaway Boats, per Day, \$1.00

One Hour, 20

Half-an-Hour, 10

After 6 P.M., 10 cents extra.

Nothing in this Scale prevents private  
agreements.

## STREET COOLIES.

Scale of Hire for Street Coolies.

One Day, 33 cents.

Half Day, 20

Three Hours, 12

One Hour, 5

Half Hour, 3

Nothing in the above Scale to affect  
private agreements.

## SAILOR'S HOME.

ANY Cast-off Clothing, Books, or  
PLAYERS will be thankfully received at  
the SAILOR'S HOME, West Point.  
Hongkong, July 25, 1875.

## SHARE LIST.—QUOTATIONS.

May 8, 1882.

Stocks.	No. of Shares.	Value.	Par- value.	Reserve.	Working Account.	Last Dividend.	Closing Quota- tions, Cash.
BANKS.							
HK. & Shanghai Bank.	40,000	125	125	\$2,100,000	63,639.45	40	115 = \$268 1/2
INSURANCE.							
Nat. China Ins.	1,000 TL	2,000 TL	600 TL	232,600 TL	1,603,706.00 TL	75	TL 1225 ex div
Yantai Ins.	1,000 TL	350 TL	350 TL	500,483 TL	15,447.60 TL	12 1/2	TL 880 p. sh.
Union Ins. Soc.	500	2,500	500	381,787	437,688.88	\$144.27	\$1600
China Traders Insurance.	600	3,000	600	475,000	91,928.49	20	\$1600
O'ton Ins. Office	10,000	2500	50				\$82 1/2
Chinese Ins. Co.	1,500	1,000	200	100,378	677.42		\$250 nom.
HK. Fire Ins. Co.	2,000	1,000	200	829,842	263,403.72	87 1/2	\$925
China Fire Ins.	4,000	500	100	493,632	144,533.01	18 1/2	\$290
STEAM & PANTRY.							
HK. C. and M. Steamboat.	8,000	100	75	135,000	18,908.00	5	\$309
MINEWATER.							
HK. & Whampoa Dock.	10,000	125	125	\$147,563 1/2	3,180.53	4	\$50 p. prom. = (\$187 1/2 p. sh.)
Gas Co.	5,000	10	10	7,489			\$21
H'kong Hotel.	2,000	100	100				\$105
China Sugar Co.	5,000	100	100		5,324.71		\$159
H'kong Ice Co.	1,250	100	100	6,250	1,880.51	810	\$131
H'kong Bakery	600	50	50		109.31		\$80
Luzon Sugar Co.	7,000	100	100				\$110
LOANS.							
Chi. Imp.	1874	4,276	100	all	8	June 30 Dec 31	
"	1877	10,040	100	all	8	Feb. 28 Ag. 31	
"	1878	3,800	500	all	8	April & Oct.	
"	1881	8,800	500	all	8	June & Dec. 10	3 p. prom.
Sugar Deben- tures, 1880.	600	500	all	8	June & Dec.		3

\* For half year ended 31st Dec., 1881. † To 30th April, 1881. ‡ For year 1880.

EDWARD GEORGE, Share Broker.

## Hongkong Rates of Postage.

(Revised January 1st, 1882.)

In the following Statements and Tables  
the Rates are given in cents, and are, for  
Letters per half ounce, for Books and  
Patterns, per two ounces.

Newspapers over four ounces in weight  
are charged as double, treble, &c., as the  
case may be, but such papers or packets of  
papers may be sent at Book Rate. Two  
Newspapers must not be folded together  
into one, but must be sent as separate  
except book-like Supplements. Printed  
matter may, however, be enclosed, if the  
whole be paid at Book Rate. Prices Cur-  
rent may be paid either as Newspapers or  
Books.

Commercial Papers signify such papers  
as, though Written by Hand, do not bear  
the character of an actual or personal cor-  
respondence, such as invoices, debts, capital  
notes, &c. The charge on them is the same  
as for books, but, whatever the weight of  
a packet containing any partially written  
paper, it will not be charged less than 5  
cents.

The sender of any Registered Article  
may accompany it with a Return Receipt  
on paying an extra fee of 5 cents.

The limit of weight for Books and Com-  
mercial Papers for Foreign Post Office is  
4 lbs. Patterns for such offices are limited  
to 8 ounces, and must not exceed these  
dimensions: 8 inches by 4 inches by 2  
inches.

## Countries of the Postal Union.

The Union may be taken to comprise  
Europe, all foreign possessions in Asia,  
Japan, W. Africa, Egypt, Mauritania, all  
N. America, Mexico, Salvador, Brazil,  
Peru, Chili, Venezuela, The Argentine  
Republic, Jamaica, Trinidad, Guiana,  
Honduras, Bermuda, Labuan, Hawaii, with  
all Danish, French, Netherlands, Portu-  
guese and Spanish Colonies.

Countries not in the Union.—The chief  
countries not in the Union are the Aus-  
tralian Group, and S. Africa.

## Postage to Union Countries.

General Rates, by any route:—

Letters, 10 cents per 1 oz.

Post Cards, 3 cents each.

Registration, 10 cents.

Newspapers, 2 cents each.

Books, Patterns and 2 cents per 2 oz.

Comm. Papers, 2 cents.

There is no charge on redirected corre-  
spondence within the Postal Union.

## Postage to Non-Union Countries.

Australia, New Zealand, Tasmania, and  
Fiji, via Torres Straits, Letters, 10; Re-  
gistration, 10; Newspapers, 2; Books and  
Patterns, 2; Via Galle, Letters, 25; Re-  
gistration, 10; Newspapers, 2; Books and  
Patterns, 2.

Natal, the Cape, St. Helena, Ascen-  
sion, Bolivia, Costa Rica, Letters, 25; Re-  
gistration, 10; Newspapers, 5; Books and  
Patterns, 5.

## LOCAL POSTAGE.

General Local Rates

for Hongkong, Canton, Shanghai, and  
the Philippines.

Letters, 10 cents.

Post Cards, 3 cents each.

Registration, 10 cents.

Newspapers, 2 cents each.

Books, Patterns and 2 cents per 2 oz.

Comm. Papers, 2 cents.

There is no charge on redirected corre-  
spondence within the Postal Union.

## Indemnity for the Loss of a Registered Article.

The Post Office is not legally responsible  
for the safe delivery of Registered correspon-  
dence, but it is prepared to make good the  
contents of such correspondence lost, value  
being through the Post, to the extent of  
\$10, in certain cases, provided:—

1. That the sender duly observed all the  
conditions of Registration required.

2. That the letter was securely enclosed  
in a reasonably strong envelope.

3. That application was made to the  
Postmaster General of Hongkong immedi-  
ately the loss was discovered, the envelope  
being invariably forwarded with such ap-  
plication unless it also is lost.

4. That the Postmaster General is satis-  
fied that the loss occurred whilst the corre-  
spondence was in the custody of the British  
Postal administration in China, that it was  
not caused by any fault on the part of the  
sender, by destruction by fire, or shipwreck,  
nor by the dishonesty or negligence of any  
person not in the employment of the  
Hongkong Post Office.